Midtown Minneapolis Land Use and Development Plan

45-day public review period Comments received



# Lake St. Development Objectives Comments and Recommendations from The Whittier Alliance January 28, 2005

After review and discussion of the printed and pictorial Lake Street Development Objectives, the following comments and recommendations are submitted with the support of a Whittier Alliance Board Motion passed at their January 27, 2005 board meeting:

**MOTION:** The Whittier Alliance accepts the recommended changes and additions to the Lake Street Development Objectives as modified and recommends they be forwarded to Biko & Assoc and the City to be incorporated into the Lake St. Objectives. **MOTION CARRIED** 

## Roadways:

The span between the building faces of Nicollet Ave from Lake Street going north should not be wider than the existing segment of Nicollet Ave north of the Greenway and the Nicollet Ave. lane alignment and profile should continue.

Nicollet Ave. and the proposed park space on the west side of Nicollet between Lake St and the Greenway, if developed in accordance with Nicollet Ave. width strategies, should be kept at grade level to maintain access to retail and provide consistent Nicollet Ave. pedestrian experience

The Nicollet bridge over the Greenway should be an urban landmark that celebrates both Nicollet Ave. and the Greenway, utilize high quality materials and design, be in scale with the street and neighborhood, be user friendly for pedestrians and vehicles and incorporate kiosks or element that would draw people across the bridge. The bridge should accommodate improved access points to the Greenway paths and future access points to Greenway transit.

The roadway on the north side of the Greenway and in front of the proposed housing should be removed and replaced with a public promenade featuring green landscaping, public park like space and pedestrian use.

Incorporate a private service access or public street behind proposed housing on the north side of the Greenway between Nicollet & Blaisdell. (Coordinate with structured parking—see below.)

The roadway on the south side of the Greenway should be maintained to provide local circulation alternatives to Lake Street and busy one-way streets, as well as assisting in setbacks for solar access to the Greenway.

## **Structures:**

The height of the proposed new mixed use structures along Nicollet between Lake St. and the Greenway should step down form a maximum of 6-8 stories at the intersection of Lake and Nicollet to a level more consistent with existing neighborhood fabric and Greenway solar

access requirements at the south edge of the Greenway (probably 4 stories with upper level setbacks. Conduct shading studies to verify.)

New construction should retain and reflect the art and ethnic focus of the neighborhood in scale, material choices and design.

Remove, reduce and/or set back the corners of the proposed structures at Nicollet on the north side of the Greenway and create a public plaza, park or green space. Proposed square, tall corners too unfriendly, confining and harsh.

## **Green space:**

Retain emphasis on access to Greenway

Retain the green space boulevard along the West side of Nicollet from Lake St to the Greenway at grade level and link it to green space on the north side of the bridge.

Remove street in front of residential on north side of Greenway between Nicollet & Blaisdell and make into a public promenade featuring public green space, park or landscaping. Care should be taken to distinguish this public promenade from private space of adjacent units.

Provide enhanced green space at "eased corners" of residential units on north side of Greenway (see above). This green space should be consistent in design and quality with green space on the west side of Nicollet between Lake St. and the Greenway. This green space will draw people across the bridge and mark the improved access points to the Greenway and the public promenade at these locations.

The proposed soccer field would be an asset if developed correctly but primary focus and attention should continue to be on the development of the Greenway.

## Parking:

Parking structure height should be no higher than the building adjacent to it.

Build a low level parking structure on north side of Greenway (possibly in area of existing Cecil Newman Drive-or as part of proposed mix-use structures facing Nicollet). Could also be similar to the Grand Ave. in St Paul model with retail at street level and camouflaged parking above.

#### **Other Comments:**

Page 34 - A. Pedestrian Orientation:

The 2<sup>nd</sup> & 3<sup>rd</sup> paragraphs are in conflict. To resolve change the 2<sup>nd</sup> paragraph to: A clear and accessible pedestrian passageway that streetscaping does not encroach upon.

## Page 34 B. Ground-Floor use & Design

2<sup>nd</sup> Paragraph. We do not recommend residential uses at ground floor on Nicollet Ave and Lake Street. This should be discouraged.

## Page 35 Parking

Add: Surface parking should be avoided and structured or below grad parking should be encouraged.

Marian Biehn Neighborhood Development Manager 871-7756 whittier1@usfamily.net

#### Bill:

In addition to incorporating responses that you heard at last week's meeting, I have two more comments:

-- On the sheet that shows development/redevelopment opportunity sites:

The north side of Lake Street between Stevens and First -- the buildings facing Lake, not Nico -- I think will be taken for the I35W Access Project. Won't McDonald's as well? May want to pull those block portions out as redevelopment opportunities.

-- We need to have a long conversation about the idea of greenspace at Nic-Lake. In many ways, it could be a real benefit, especially if it is a good connection to the Greenway. But the devil is in the details. What is the vision for the use of the space? Should it be smaller? Maybe on a different block, further from the highway? etc.

\*\*Please make sure to fix the names and organizational references of Steering Committee members on the next draft of the report\*\* I can help some with this, if you'd like.

Cara Letofsky
Executive Director
Lyndale Neighborhood Development Corporation
612-824-9402 x 24

Hi Aaron and Bill,

We are excited about many of the elements of the Lake Street Development Objectives that are showing up in your images. There is one particular issues I would like to raise at this crucial moment before the documents are released for public review (if it is still in time). I am emailing about your current plans to avoid showing potential public greenspace at the Cepro grain elevator site east of Midtown Exchange (old Sears).

I understand that you are not planning to show this as possible greenspace even though there was consensus to do this after our public meeting. The reason you are changing this is because County staff told you it is not currently their plan, as land owner, to develop greenspace here.

I strongly recommend that you consider showing this location as potential public greenspace, or at least show two options including one that shows greenspace here, for the following reasons:

- 1. The neighborhood and Midtown Greenway Coalition support greenspace here, as determined through a public involvement process that is still underway.
- 2. Just as for the Urban Ventures-owned parcel at the NW corner of the Greenway and 5th Avenue, it is inappropriate for one property owner to preclude certain outcomes from a public process. Yes, implementation is

made easier with willing land owners, but visioning for the future of our city should not be done based on the interests of individual property owners at a particular point in time. The planners of our city's great park system didn't begin their vision process by asking individual land owners what their plans were for their land and sticking

only to that.

3. You are under contract to the City, not the County, and I'd encourage you to remain in close

communcation with your client as their wishes in long term planning for the area may not be identical to the County.

Thank you for your careful consideration of our request.

Tim Springer, Executive Director Midtown Greenway Coalition 118 E 26th St, Suite 100b Minneapolis, MN 55404

Hi Aaron (CC Bill),

Thank you for your quick review. I have incorporated your suggested changes, but I have a question. I don't want to opine about the residential enclave scenario failing as "highest and best use" even though it might fail to maximize the economically feasible development potential for this area. How about this as alternative language:

Some of the recommendations in the study call for rather dramatic changes. For example, images show four to eight story office buildings with retail on the ground floor and/or one or two story light industrial buildings also with retail. These images apply to the area between Lake Street and the Greenway and between I-35Wand 4<sup>th</sup> Avenue. A third option for this area maintains a low-scale residential enclave. This third option would require zoning and legal strategies to protect these uses, and the higher density office or industrial scenarios would require zoning changes too. ...

thx.

Tim Springer, Executive Director

Midtown Greenway Coalition 118 E 26th St, Suite 100b Minneapolis, MN 55404

## Aaron Parker wrote:

Tim,

Thanks for the editing op.

I've made a couple of corrections and updates (in red). I spoke with Larry Blackstad. The Cipro site will be used for medium-density housing. The current design for the ramp access is supposed to have a curvilinear alignment(I have only heard it described and have not seen any graphics). If it curves, there may be some green space along its verges.

You made no mention of the connection to Powderhorn Park. What's the status?

Feathers will be ruffled by your claim on the Colin Powell Center's parking fields (not that you're shy about that). We're going to show it green anyway. The cylindrical tank at the north of that site must remain.

Taller Buildings and Some Public Open Spaces Proposed By Kim Couch, Board Member from the Lyndale Neighborhood and Tim Springer, Executive Director

As we go to press, the report for the Lake Street Development Objectives land use planning project is in draft form and available for public comment. This land planning project was referred to in the fall 2004 issue of The Green Way. The Development Objectives are being prepared by B. Aaron Parker and Associates | Metropeligo P.C. and Biko Associates under contract to the City of Minneapolis. The study is recommending development opportunities and public open spaces along the stretch of the Midtown Greenway/Lake Street corridor from Blaisdell Avenue to 11th Avenues.

A public meeting was held on November 3, and the draft Development Objectives have been changed a bit more in response discussions that evening. The current version of the Development Objectives as January 1 is available for public comment until ?February 1, 2005?. The draft study can be viewed at <a href="https://www.ci.Minneapolis.mn.us">www.ci.Minneapolis.mn.us</a>/??? or by calling ??? or visiting ???.

Some of the recommendations in the study call for rather dramatic changes. For example, images show four to eight story office buildings with retail and/or one or two storey light industrial buildings with retail on the ground floor, planned for the area between Lake Street and the Greenway and between I-35Wand 4th Avenue. A third option for this area maintains a low-scale residential enclave, but requires zoning and legal strategies to protect these uses from "highest-best real estate uses". Some study recommendations that the Midtown Greenway Coalition is very excited about are long term goals for public green space at three locations: (1) stretching from Lake Street up to the Greenway on the west side of a newly re-opened Nicollet Avenue where K-Mart now sits; (2) on the north side of the Greenway between 4th and 5th Avenues; (3) on the now-vacant grain elevator site on the north side of the Greenway between 10th and 11th Avenues.

There has been some frustration expressed by community members that this will be another planning study that is added to a stack of existing planning studies gathering dust on a shelf. To prove them wrong, the City and its consultants would need to take a good shot at achieving community consensus on the study's recommendations and then change zoning or take others actions to allow implementation of the plan.

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----Original Message----

From: Springer, Tim [mailto:Tim@midtowngreenway.org]

Sent: Wednesday, December 01, 2004 10:41 AM

To: William Smith

Cc: Miner, Pamela S; <u>aaron@metropeligo.com</u>

Subject: article for review

Hi Bill,

The Coalition would like to have an article on the Lake ST Devel Objectives again in our Winter newsletter. A draft of this article is attached.

There are a number of questions marks where I was missing information. Also, the article will need to be reviewed by Kim Couch who is on our board and also a member of the LSDO steering committee.

Finally, it'd great to have some of the drawings, e.g., one for the area w the office buildings just east of 35W, and one showing the layout of proposed public greenspaces.

I'm hoping to share a draft of this article with Kim by end of day today since he'll be here tonight for a meeting and he doesn't have email for me to get it to him tomorrow. If you have the change to share any thoughts today, that would be very helpful.

Tim Springer, Executive Director Midtown Greenway Coalition 118 E 26th St, Suite 100b Minneapolis, MN 55404

## Housing and Land Use Committee January 20, 2005 Minutes

Those present: Laura Noe, Florence Hill, Cary Lawrence, John Swanson, William Smith (Biko Associates), Elena Gaarder

## Call to Order/Introductions

John Swanson called the meeting to order at 6:50 PM.

## **Approve Agenda and December Minutes**

Both the minutes and agenda were amended to include Florence Hill as attending the December meeting and to change the meeting date on the agenda to January 20.

<u>Cary Lawrence moved/Florence Hill seconded to approve the minutes and agenda as presented.</u>

## **Lake Street Development Objectives**

The draft report has been released for the 45 day review period, which ends on January 31, 2005. William Smith with Biko Associates provided an overview of the report. The report can be found on-line at www.charrettecenter.com.

Committee comments on the report included the following:

- Build-to lines should be flexible when considering new construction to allow for wider sidewalks and a more welcoming pedestrian environment.
- On street parking should be encouraged wherever possible to increase safety for pedestrians.
- A number of organizations and individuals have been involved in the redevelopment of Lake Street, therefore giving credit to a single organization (Urban Ventures) is not entirely accurate and should not be included in the introduction of the report.

Next steps include a final review by the Steering Committee, presentation to the Planning Commission to gain approval and finally adoption by the City Council. Further comments can be directed to City staff Pam Miner or Beth Elliot.

**To:** Pam Miner, CPED

**CC:** Aaron Parker, B. Aaron Parker & Associates / Metropeligo PC

William Smith, BIKO Associates Inc.

From: Melanie Ueland

**Date:** 11/9/2005

**Re:** Lake Street Development Objectives, Technical Report 4

#### Personal Disclosure

I am a board member of the Lyndale Neighborhood Development Corporation and represented it as a member of the Lake Street Development Objectives Steering Committee. I am a homeowner in the Lyndale neighborhood and am an active member of the Lyndale Neighborhood Association. The comments below represent my personal opinion and do not necessarily represent any of the organizations I participate in, though they have been shared with members of these organizations.

#### **General Comments**

I found the report graphics interesting, but found the true spirit of the proposal in the language. I think if a reader were to just look at the graphics pages, much would be missed. Perhaps rearranging the order of the report, with the graphics last would be helpful. Overall, I was quite pleased to see the emphasis that was put on pedestrian-friendly streetscapes and the incorporation of many green spaces.

## **Specific Comments**

- 1. On page 1, column 2, paragraph 3, the report states that the Community meeting was in October. I recall that it was on November 3, 2004. This error is also made on page 3, number 9.
- 2. On page 19, bullet 1, I suggest that the words "service, technology," be inserted between "large-scale" and "commercial..."
- 3. On page 15, top of column 2, there is a typographical error. I think it should read, "This area has also been identified...."
- 3. A suggestion for the Opportunities Map would be an addendum explaining as to why the Steering Committee identified each parcel as an opportunity site.
- 4. On the Opportunities Map, it is almost impossible to see that White Castle parcel is red.
- 5. On page 33, column1, bullet 2, I suggest that the words "or use mass transit," be inserted between "bike" and "rather..."
- 6. On page 35, paragraph 3, it is my opinion that an eight story height limit at Lake and Nicollet be replaced by a five story height limit, as that limit would be more in-line with other current development along Lake Street.

Taller Buildings and Some Public Open Spaces Proposed By Kim Couch, Board Member from the Lyndale Neighborhood and Tim Springer, Executive Director

As we go to press, the report for the Lake Street Development Objectives land use planning project is in draft form and available for public comment. This land planning project was referred to in the fall 2004 issue of The Green Way. The Development Objectives are being prepared by Aaron B. Parkers and Associates and Biko Associates under contract to the City of Minneapolis. The study is recommending development opportunities and public open spaces along the stretch of the Midtown Greenway/Lake Street corridor from Blaisdell Avenue to 10<sup>th</sup> Avenue.

A public meeting was held on November 3, and the draft Development Objectives have been changed a bit more in response discussions that evening. The current version of the Development Objectives as January 1 is available for public comment until ?February 1, 2005?. The draft study can be viewed at www.ci.Minneapolis.mn.us/??? or by calling ??? or visiting ???.

Some of the recommendations in the study call for rather dramatic changes. For example, images show five to seven story office buildings and/or light industrial buildings with retail on the ground floor, planned for the area between Lake Street and the Greenway and between I-35Wand 4<sup>th</sup> Avenue. Some study recommendations that the Midtown Greenway Coaliton is very excited about are long term goals for public greenspace at three locations: (1) stretching from Lake Street up to the Greenway on the west side of a newly re-opened Nicollet Avenue where K-Mart now sits; (2) on the north side of the Greenway between 4<sup>th</sup> and 5<sup>th</sup> Avenues; (3) on the now-vacant grain elevator site on the north side of the Greenway between 10<sup>th</sup> and 11<sup>th</sup> Avenues.

There has been some frustration expressed by community members that this will be another planning study that is added to a stack of existing planning studies gathering dust on a shelf. To prove them wrong, the City and its consultants would need to take a good shot at achieving community consensus on the study's recommendations and then change zoning or take others actions to allow implementation of the plan.



Midtown Greenway Coalition 118 East 26<sup>th</sup> Street, Suite 100b Minneapolis, MN 55404 612-879-0103 www.midtowngreenway.org

January 31, 2005

Via email

Bill Smith, Biko Associates wsmith@bikoassociates.com

CC: Pam Minor, City of Minneapolis, CPED Planning Division,

pamela.miner@ci.minneapolis.mn.us

Dear Bill,

The Midtown Greenway Coalition would like to submit the attached comments on the December 16, 2004 version of the Lake Street Development Objectives.

It is exciting to see the City take a proactive approach to guiding development along the Midtown Greenway/Lake Street corridor so as to protect public investments and create for future generations the most functional and livable city possible. Thank you to you and the City for undertaking a public involvement process in the creation of this planning document.

There are two attached documents:

- 1. Comments from the Midtown Greenway Coalition
- 2. Possible wording changes to implement the Coalition's comments

Note that the Comments document suggests changes to the drawings, and other changes.

Thank you for your work on this project.

Sincerely, Tim Springer, Executive Director tim@midtowngreenway.org

## Comments from the Midtown Greenway Coalition As approved by its Board of Directors, January 27, 2005 Regarding the 12/16/04 draft Lake Street Development Objectives

## West of I-35 W

- Remove the planned new roadways along the rim of the Greenway on both the north and south sides.
- Create a plaza or greenspace at the elevation of the Greenway trench floor, link this with the future Greenway streetcar station.
- Plan buildings that will have services opening onto this lower level plaza or greenspace.
- Connect this greenway level plaza or greenspace with the greenspace proposed for the west side of Nicollet Avenue via large terraces at mid-levels, or a gentle hill.
- On the north side of the Greenway, dedicate more space for a reconfigured entrance ramp to the cycling and walking trails so as to improve aesthetics, open up sight lines, and improve safety (this is now the worst spot on the entire Greenway city-wide in terms of sight lines, trail widths, and safety).
- Create a new public pedestrian promenade at street elevation on the north side of the Greenway from Blaisdell to 1<sup>st</sup> Avenue (on the Blaisdell to Nicollet block, this walkway would be just north of the new more graceful entrance ramp to the Greenway cycling and walking trails).
- North of the pedestrian promenade, continue with proposed plans for new residential building, with the new buildings facing the pedestrian promenade just as the Urban Village units front onto a street-level promenade along the Greenway between Bryant and Colfax Avenues.
- Provide for two-way vehicular traffic on a roadway that is north of the new housing units mentioned above—avoid vehicular traffic as an immediately adjacent land use along the Greenway.

## East of I-35 W to 5th Avenue

- We support the inclusion of public greenspace in the drawings just west of the Greenway and 5<sup>th</sup> Avenue (the present site of a parking lot for Urban Ventures). We hope that the Phillips West neighborhood and Urban Ventures can work cooperatively to identify alternative parking locations so that this greenspace can become a reality. Given the lack of public park space in the West Phillips neighborhood (which does not meet Park Board's standards) and increased housing density proposed for the surrounding area, we recommend that the land directly north of this parcel (currently an underutilized parking lot for Wells Fargo) be used as greenspace as well, and shown on the map as such.
- The area between I-35 W and 5<sup>th</sup> Avenue is one of the few places in the Greenway where it is at grade and the land around it is easily accessible. This fact makes it uniquely suited and valuable for the development of publicly accessible greenspace. The land just to the east of I-35 W which is now open space, should remain substantially so, providing much needed greenspace to the Phillips West neighborhood and the additional housing units in the area which are called for in the plan.

## At Midtown Exchange

 Allow enough space to provide a graceful and open ADA compliant Midtown Greenway trail access ramp on the north side of the Greenway between Chicago and Elliot Avenues.

- A bicycle and pedestrian way should be provided on the north side of the Greenway at street level from Portland to Chicago Avenues.
- The Greenway should be shown on all maps by using images that represent "Green corridor' as identified in the legends.
- We support inclusion of greenspace on the north side of the Greenway between Chicago and Columbus Avenues. Given the large amount of new housing developed in and near to the Midtown Exchange, this greenspace is much needed.
- On the old Cepro grain elevator site (between 10<sup>th</sup> and 11<sup>th</sup> Avenues on the north side of the Greenway) there should be a minimum of 50% greenspace on the site which fronts on the Greenway. This amount of greenspace is needed for the Greenway access ramp to come up out of the Greenway in such a way that it maximizes greenspace and minimizes unsightly retaining walls and steep ramp slopes and leaves some open space left over. Again, with the many hundreds of new housing units going in and around the Midtown Exchange building, additional greenspace is sorely needed for these new residents. There is strong neighborhood support for greenspace much more greenspace on this site than is shown on the current draft.
- We strongly support the proposed green connection between Anderson School, the Cepro site, the Midtown Greenway, and Powderhorn Park.

## Possible Wording Changes To implement comments from the Midtown Greenway Coalition Regarding the 12/16/04 draft Lake Street Development Objectives

## On page 12:

Under Non-Automobile Transportation

Amend second bullet as follows: Support plans to provide rail transit in the Greenway by creating a public plaza or greenspace at the elevation of the future Greenway rail transit platform at Nicollet Avenue; activate this space through appropriate uses in buildings opening onto it and connect this greenway level plaza or greenspace with the greenspace proposed for the west side of Nicollet Avenue via cascading stairways and terraces or a gentle hill.

Under Lake Street and Midtown Greenway

Amend third bullet as follows: Establish minimum standards for window and door coverage on building sides that face the Greenway and Lake Street so as to increase safety through informal surveillance.

## On page 13:

Under *Public* Realm add these two new bullets before the last bullet:

- Encourage movement in and out of the Greenway at Nicollet Avenue by providing additional land for improved or new Greenway entrance opportunities for the trails (north side of Greenway) and future transit (south side), with good sight lines and minimal use of retaining walls.
- Establish a public edge and increase Greenway access with a bicycle and pedestrian way at street elevation along the north side of the Greenway between Blaisdell and 1st Avenues and between Portland and Chicago Avenues.

Melanie,

Thanks for your effort on behalf of the Lyndale Neighborhood. Thanks also for your comments and suggestions.

I'd like to respond to your last comment and explain some of the thinking that went into setting the height limit at eight storeys rather than lower.

- 1) This is an upper limit so structures need not be built to an eight storey height.
- 2) Organizing by height, there are three different kinds of building in the study area:
  - a) one-storey auto related buildings that range in size from Jordan Stop Gas station to K-Mart. Despite their presence along the corridor, the community didn't feel compelled to recommend more of them for the sake of consistency with what's already there. There are also a number of early to mid-century masonry buildings remaining that are not auto-related uses.
  - b) two- to-four storey mixed-use structures generally with retail at ground level and residential or office above.
  - c) "Tower" buildings that punctuate the rhythm of the street. Sears and the storage warehouse on 4th and Lake are the two examples along Lake Street although north of the greenway there is the Honeywell Tower and many elevator accessed, tall, block commercial buildings within our study area housing medical and banking uses.
- 3) Based upon proximity to both I-35W and Nicollet, a taller building is deemed appropriate as it would take its place among the other Lake Street towers as a visible landmark on the skyline identifying both Lake Street at Nicollet and the Lake/I-35W interchange.
- 4) Lake and Nicollet parcels are quite valuable and likely to be some of the most desirable parcels in the corridor due to their proximity to Nicollet and to the I-35W expressway exits. For the study to be implementable, the development value of a property should be a high enough to make the most desirable uses more appealing to those who may wish to invest in the neighborhood. Over the long term, office and residential uses with street level retail will be more likely to hold their value than other uses. This is good for the neighborhood and the business community.

So, that's what we were thinking. I hope that provides a bit more insight into what we "could possibly have been thinking to suggest such a thing". Please let me know if this makes any more sense now.

B. Aaron Parker, AIA
B.AARON PARKER & ASSOCIATES | METROPELIGO P.C. architecture + urban design

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## Dear Ms. Miner:

The Nicollet-Lake Business Association wishes to go on record as being opposed to the development plan as outlined in the Lake Street Development Objectives report released for public review on December 16, 2004. While recognizing the need for development of such a plan and acknowledging the efforts made by the Lake Street Development Objectives Steering Committee, the City of Minneapolis Community Planning and Economic Development Department, Biko Associates and Metropeligo, the Nicollet-Lake Business Association does not believe that the December 16, 2004, report addresses sufficiently the basic factor that drives a healthy economic environment, namely a free market where any and all developers are welcome to compete and invest. Further, the plan does not adequately take into account such issues as the opening of the K-Mart site or the I-35W Access project, two important projects which are still only in the discussion phase.

Thank you for your attention to this matter. If you have any questions, please feel free to contact me at (612) 874-7044 or Nicollet-Lake Business Association board chair Katie Thomas at (612) 373-2659.

Sincerely,

Valerie Powers Communications Director (612) 874-7044

## Midtown Minneapolis Land Use and Development Plan

Summary of Public Comment City Planning Commission Public Hearing 7/18/05

## Shirley Heyer

- From Midtown Phillips neighborhood group.
- She objects to the plan showing housing on the Cepro site, between 10<sup>th</sup> and 11<sup>th</sup> avenues.
- Midtown Phillips chaired the PAC for the Cepro site, working with Hennepin County staff and Council Member Zimmermann; Powderhorn Park, Central, Midtown Phillips and Phillips West neighborhoods participated.
- Hennepin County also hired Close Landscape Architecture, who hired an intern to look at all the open space along the Greenway.
- Public meetings were held November and December 2004, and January 2005; recommendations were presented Spring 2005.
- There was some indication that Hennepin County may be willing to buy and own open space along the Greenway.
- A reference should be made in this plan to public/park space along the Greenway, with housing not to exceed two stories.
- Along Lake Street encourage four story housing.
- The new Midtown Greenway planning project should take this into account too.

## Suzanne Roberts

- Need stronger language to maintain/reconnect transit interconnections to serve people such as herself who do not own cars.
- If we truly want to reduce traffic on Lake Street as the plan calls for, then we need to connect transit and increase service, not more cuts.

## Frank Adair

- His property abuts the Cepro site, north of the Greenway.
- At 28<sup>th</sup> and 10<sup>th</sup>, kids play in the alley, dumpsters, and parking lot between 28<sup>th</sup>, Lake and Bloomington.
- They play here so they do not have to cross Lake Street to go to a park.
- If the Cepro site is made into a park, there will be more places for kids to play.

## Marian Bean

- From Whittier Alliance.
- Whittier is opposed to entrance ramps at Lake Street from I35W and this plan calls for those ramps.
- Another goal as stated in the plan is to widen Lake street from 129 feet to an additional 49 feet which is not consistent with the stated goal of reducing traffic.
- If ramps are built at Lake Street it would only increase traffic.
- The area needs to be pedestrian friendly.

## Received via email 7-13-05

Hello Planning Commissioner Schiff (CC: Council Member Robert Lilligren representing the most impacted Ward),

I am emailing with a few comments regarding "Midtown Minneapolis Land Use and Development Plan," formerly the Lake Street Development Objectives. This is the planning document prepared under contract to the City by Aaron Parker and Bill Smith, et. al. It is my understanding

that this document will come before the Planning Commission on Monday, July 18, although the agenda is not yet posted on the City's web site.

First off, let me say on behalf of the Midtown Greenway Coalition, thank

very much for the vision the City has guiding thoughtful development along the Lake Street/Midtown Greenway corridor. This is very important

and a number of very good ideas are embodied in this report.

In case you don't have a copy of the document, I have attached it. It was sent to me upon request by Pam Miner in the City's Planning Division. The document overall has some outstanding concepts in it and so my comments are few, as follows:

1. On page 28, 5th bullet under "Chicago-Midtown Exchange District" says

"Residential and park development on the north side of the Greenway between 10th and 11th Avenues." As a participant in the process to prepare this document, it seemed clear that the local neighborhood was supportive of most or all of this former gain elevator site to remain publicly owned and become greenspace linked to the Greenway, but the consultants were reluctant to represent this in their report because of comments from County staff to the contrary. If the City commissioners and elected disagree with County staff, you may want to correct this and

call for 100% open space here. Related to this, also see Figure 22 on p. 30 which does not show public/park for this site but should, and also

Figure 23 on p. 31 which shows the entire site filled with residential development, and also related text on page 37, last bullet, which refers

to a grand entrance to the Greenway (a very good thing) but also refers to development again.

2. On page 28, 6th bullet says "Public park along the north side of the Midtown Greenway on the east side of 5th Avenue." THIS IS GREAT and consistent with community and Midtown Greenway Coalition interests. There are some inconsistencies with this elsewhere in the document that should be corrected, as follows: on p. 25, first bullet on top of right

column should make clear the goal of "public" ownership for the specific

land parcel along north side of the Greenway just east of 4th Avenue. Figures 19, 20, and 21 should show the area in dark green to represent "public/park" rather than showing an office building or parking lot where the public open space is to go.

3. Figure 16, page 24, please consider recommending that the building heights of up to 5 or 8 stories be backed a little bit away from the Greenway by slightly changing the locations of northern edge of the red

blocks as appropriate. This would make the maps consistent with the phrase on page 22, 3rd bullet in right column "Allow sunlight to enter the Greenway."

4. page 25, consider adding new bullet for I-35W district as follow: "New parking structure with ground floor commercial liner on east side of 4th Avenue midblock between Lake Street and the Midtown Greenway." Rationale: there are parking structures recommended for other nodes, and

this Lake Street business node will likely need one sooner or later, so planning for it should happen now--the area I refer to is current a large surface parking lot.

- 5. Figure 19, page 26, amend drawing to be consistent with text on page 25, 2nd bullet from bottom of page "Improved access to the Midtown Greenway off Nicollet Avenue." The drawing should be amended to show proposed new residential development shown along the north side of the Greenway between Nicollet and Blaisdell Avenues but set back further from the Greenway. This is necessary for improved Greenway access—a goal of the Midtown Greenway Coalition, Whittier Alliance, and participants from the Lyndale Neighborhood Association.
- 6. Other things that don't need changing, but which I would like complement the consulting team and City on:

The pursuit of public open spaces along the Greenway is a fantastic way to ensure a livable City as building density grows along the Midtown Greenway future rail transit line in future decades and centuries. This includes those greenspace mentioned in my comments about the 5th Avenue and 10th Avenue locations, as well as at Nicollet Avenue where open space will be a connector between Lake Street and the Greenway and there is also a recommendation for an area that could serve as a transit

plaza on the south side of the Greenway at trail elevation at Nicollet Avenue.

Please contact me if you have any questions and thank you again for some great work!

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